

## CENTRAL AREA PLAN

**Adopted By The Chesterfield County  
Board of Supervisors  
February 12, 1997**

**Prepared By The Chesterfield County  
Planning Department**

### List of Participants

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Citizens of Chesterfield County

## EXECUTIVE SUMMARY

For many years Central Chesterfield County has built on a multitude of strengths: diverse, healthy neighborhoods; long established local business; proximity to many of the region's major employers; and the developing commercial centers located near the County's Airport and Government Center Complex. While areas closer to Midlothian Turnpike and Route 360 have grown at a faster rate, the Central Area is established and familiar, and in many ways the heart of Chesterfield County. Its strength is derived from the uniqueness created by the integration of the various parts: living and working. The Central Area Plan builds on these unique strengths to help effectively guide the area's future.

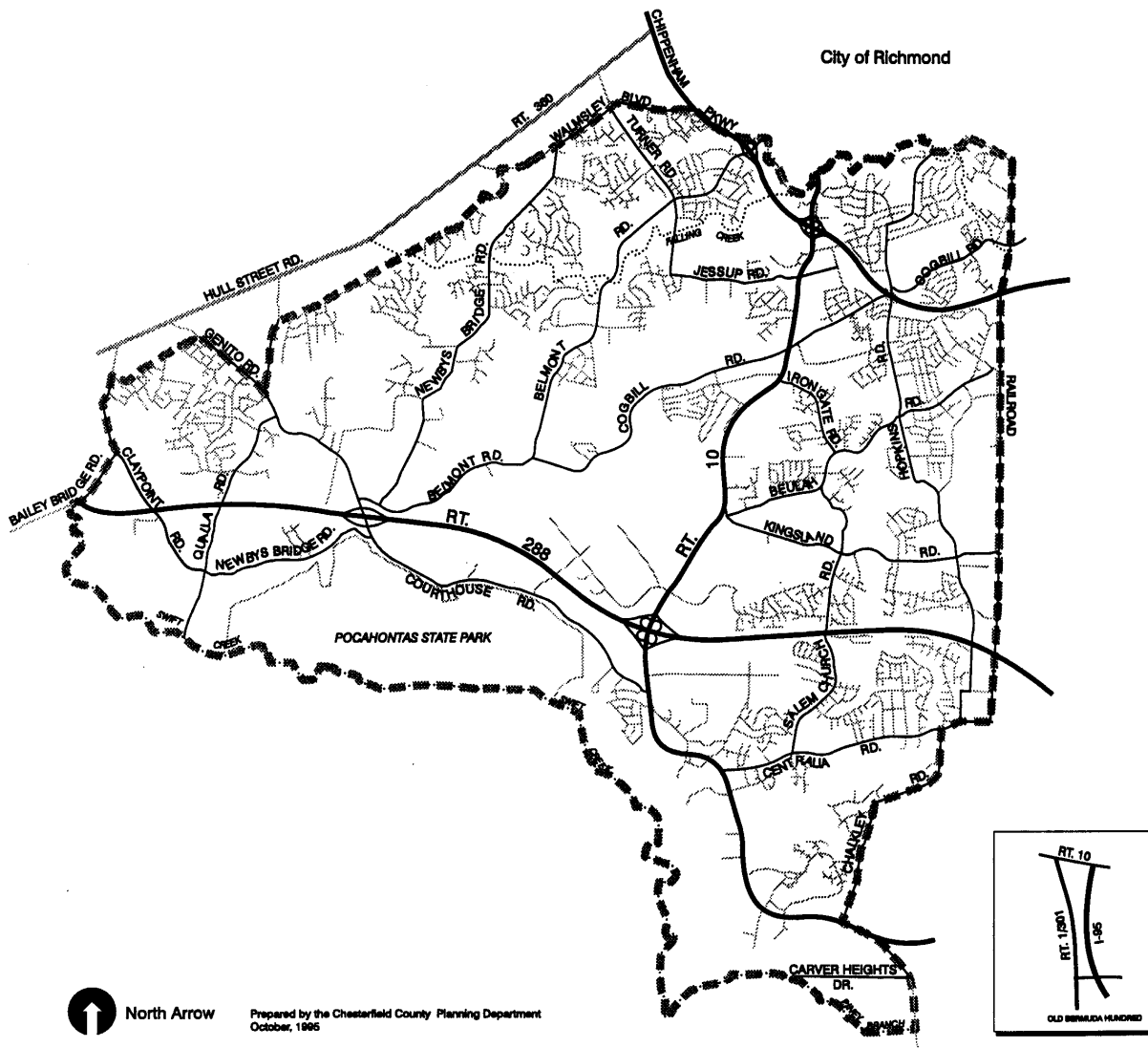
**Important issues** addressed in the Central Area planning effort include:

- How the forces of change are affecting established neighborhoods and businesses in the Central Area, and what the demand will be for new housing, commercial and industrial uses.
- Recognizing the importance of the Chesterfield County Airport to the County's future economic vitality.
- The protection of existing and proposed industrial areas from conflicting land use development.
- The recognition of neighborhoods as the building blocks of the County and its quality of life.
- Understanding that area businesses and neighborhoods need to work together to address community concerns.
- Providing adequate public facilities to address the impact of development.

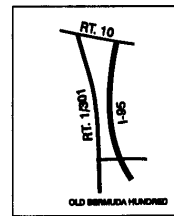
**Key recommendations** of the plan include:

- Expanding the recommended complementary light industrial land uses around the **Chesterfield County Airport**.
- The **Community Initiative**, a program devoted to building stronger neighborhoods, encourages residents and businesses to work together. Specific strategies for the Meadowbrook Area Community include:
  - Marketing the community through a campaign that is implemented by many stakeholders, including residents, businesses, real estate agents, community schools and the County.
  - The formation of neighborhood organizations.
  - Increasing community visibility by promoting the use of signs, markers, and events which are unique to the Meadowbrook Area Community.
- A phased streetscape project to visually enhance the **Hopkins Road/Meadowdale Boulevard Corridor**.
- Making physical improvements to **Meadowbrook High School** to bring it into parity with other County high schools. The design of this upgrade should also provide for the school's use as a community and

(Map A)  
Central Area Plan  
Study Area



Prepared by the Chesterfield County Planning Department  
October, 1995



recreation center for the Meadowbrook Area Community.

New County **property maintenance initiatives**, including identifying areas for tax breaks related to home improvement activities, requiring code inspection and enforcement for single family rental property, and improvements to the County's existing approach to code inspection and enforcement.

## INTRODUCTION

The Central Area (as shown on Map A) fits the image of a livable community; a community located in a well situated and pleasant geography, with healthy neighborhoods, businesses, and industry that are strong contributors to the County's tax base. A community of diverse neighborhoods, the Central Area offers opportunities that fill a variety of housing needs: from mature, settled neighborhoods of substantial homes to neighborhoods of starter homes as well as a variety of multifamily dwelling units that may be the choice of a recent college graduate or a senior citizen. Employment opportunities existing in the Central Area include the developing office center near the Courthouse and a light industrial/office park area developing around the County's airport.

As in any community, there are some dilemmas. In some instances, the Central Area's development pattern has resulted in incompatibility between land uses. Few neighborhoods reap the benefits of having established neighborhood organizations to open the lines of communication. Predicaments facing maturing neighborhoods, such as aging housing stock in need of rehabilitation and vacant commercial establishments, may be on the horizon not just for the Central Area, but for Chesterfield County as a whole.

All in all, however, the Central Area fits the image of a livable community -- a community of healthy neighborhoods and profitable businesses. These assets of livability and economic vitality must be preserved and strengthened as we plan for the future. Striving to do just that, the plan should be used by the public officials and citizens who will shape the area's future.

### How This Plan Works

The *Central Area Plan* should be used as a general guide for decisions, both public and private, affecting the future of the Central Area. In Chesterfield County, plans for physical growth are adopted by the Board of Supervisors and become part of the "Plan For Chesterfield," the County's comprehensive plan. Once recommended by the Planning Commission and adopted by the Board

of Supervisors, the *Central Area Plan* will replace parts of the original *Central Area Plan* and *Northern Area Plan*, both approved in 1986. The *Central Area Plan* also includes a small area below Route 10 between Rt. 1/301 and Interstate 95. Land use recommendations for this small geographic area will be reviewed by a future planning effort (See Map G)

### A Plan For Action

The following major components are found in the *Central Area Plan*:

- **Existing Conditions and Critical Issues:** This information forms the factual basis for the goals, recommendations and implementation strategies found in the plan.
- **Goals:** These goals are general statements about what is desirable for the future - what the plan attempts to accomplish.
- **Recommendations:** These are statements on ways to reach goals, and what general actions should be taken to achieve them.
- **The Land Use Plan:** This plan will be used as a general guide for future land use decisions.
- **Community Initiative:** More detailed than recommendations, the Community Initiative contains specific steps to carry out a strategy for the Meadowbrook Area Community.

## THE CITIZEN PARTICIPATION PROCESS

### The Importance of Citizen Participation

How can we make informed choices about our future, recognizing that the decisions we make now will affect the kind of community we become in the years ahead? The mission of this plan is to position the Central Area to take advantage of opportunities for the future, mitigate threats, and act rather than merely react to the inevitable economic, social, and physical changes ahead. The plan proposes those actions that will have the greatest positive impact on the future of the Central Area. Offering a means for making informed public choices, the plan will serve as a guide for officials making land use planning and policy decisions.

### Public Involvement

Recognizing the increased expectations and need for citizen involvement in the planning process, citizen meetings were held in six geographic

areas of the Central Area. Over thirty public meetings open to all citizens were sponsored by the Planning Department. The citizen participation process provided an opportunity for Planning Department staff to listen to citizens talk about what they loved about their community, as well as what concerned them most about their community and its future. The process encouraged citizens to discuss their basic values and viewpoints with staff and with each other.

Although attendance was low at a few meetings, a good number of citizens participated in the process by identifying problems and opportunities that affected their neighborhood's future. Two neighborhoods decided to expand their participation by undertaking a visioning process that resulted in the creation of vision statements reflecting a picture of the desired future for their community. The following vision statements were crafted by citizens from the Meadowbrook neighborhood and the Newbys Bridge Road neighborhood.

***Meadowbrook Vision:** "We envision a pleasant, clean, safe neighborhood where people are happy to live, work, shop, and attend churches and schools. Further, we envision a community that fosters pride in our homes, businesses, and organizations."*

***Newbys Bridge Road Vision:** "We envision our community to be an attractive development matching the current atmosphere, keeping the rural atmosphere as much as possible. Development should be single family homes with larger lots. Diversified land use consisting of light industrial and commercial office complexes only located away from residential property or subdivisions. Land use which provides adequate schools, recreational facilities for children, churches, etc."*

## EXISTING CONDITIONS AND IMPORTANT ISSUES

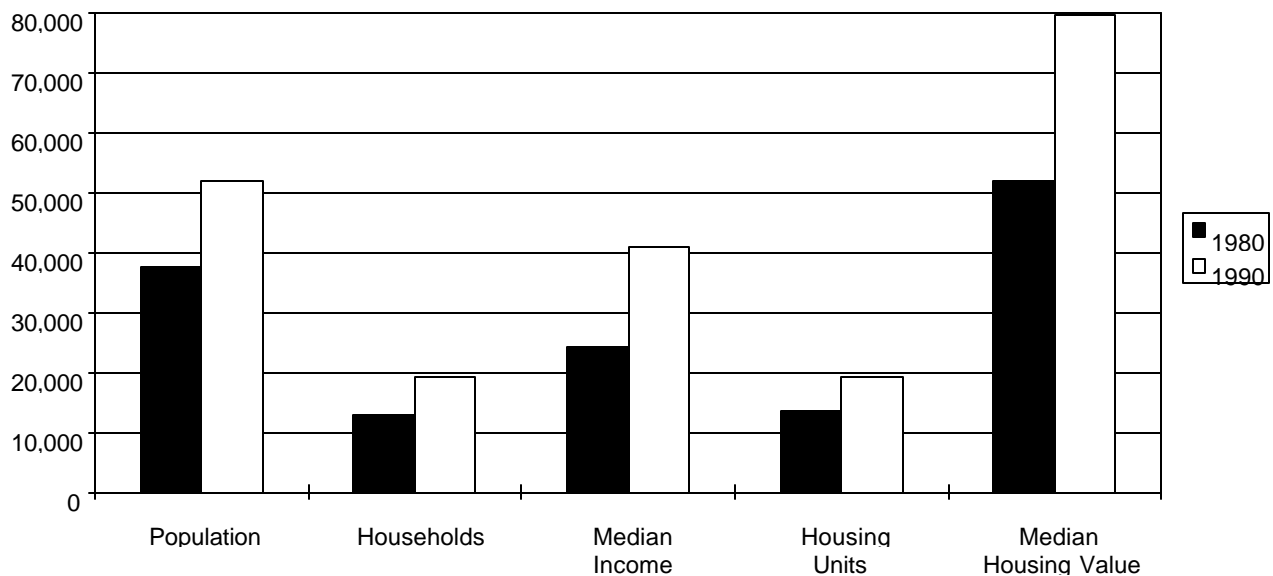
Extensive analysis of existing conditions in the Central Area, including valuable information generated through the citizen participation process, forms the foundation for identifying key planning issues and factors. Information about the Central Area was gathered from many sources, including the 1995 consultant report "The Market Analysis for the Central Area." An understanding of the characteristics and trends that influence development potential in the area provides a sound basis for planning and policy decisions that will shape the Central Area's future. The following section presents background information relating to existing conditions in the Central Area.

## Demographic and Economic Trends

The following information from the 1990 US Census, along with other data gathered for this plan, presents a useful profile of the Central Area's population and economic trends.

- **Population Growth:** Past growth in the Central Area has been relatively similar to County wide trends. By 1994, the number of people in the Central Area reached 60,097 persons, approximately 25 percent of Chesterfield County's total population.
- **Age Groups:** Consistent with trends for the County, the area's 50 and older age group has been expanding since 1980, reaching 9,291 by 1990. As their numbers increase, it is anticipated that many may wish to continue to reside in the same area.
- **Income:** The 1990 median household income in the Central Area was \$41,033, which was slightly lower than the \$43,604 median income for all Chesterfield County.
- **Employment:** Growth in the employment base, associated with new households and changes in existing households within the market area, is expected to add new workers by 2010. The office sector will continue to be the Central Area's largest employer.

**CHART 1:  
Selected Demographic Trends in the Central Area, 1980 to 1990**



- **Home ownership:** While homeowners are clearly in the majority within the Central Area, renters comprised a slightly larger percentage (23 percent) than County wide (21 percent) in 1990.

### **Land Use**

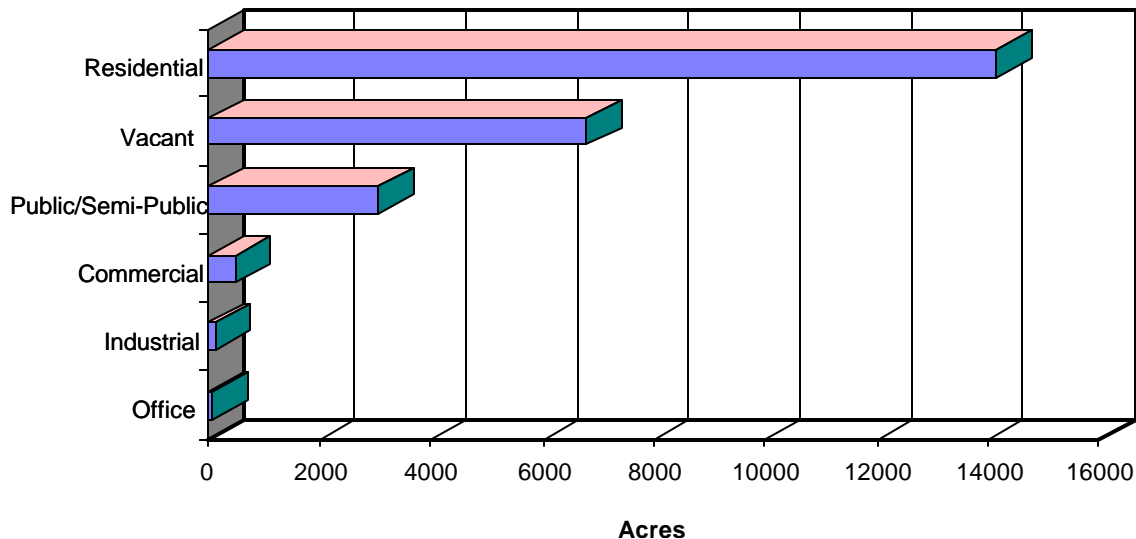
The Central Area encompasses roughly 24,718 acres. As illustrated on the existing land use map (Map B) and Chart 2, the predominant land use in the Central Area is residential. The land use map illustrates the employment center located near the intersection of Route 10 and Route 288.

- **Land Availability:** Approximately 28 percent, 6791 acres, of the Central Area is currently undeveloped. The majority of this undeveloped land is located in the central and western portions of the Central Area and is zoned for residential use. Numerous vacant parcels zoned commercial or office exist along Route 10.
- **Residential Development:** Residential development accounts for approximately 14,000 acres, or 56 percent of the total acreage in the study area. This residential development includes a variety of residential mixes, including the maturing neighborhoods of the north central portion of the study area, newer single family subdivisions in the western and southern portions of the study area and multifamily dwelling units located throughout the study area.

- **Variety:** Development of the Route 10 Corridor, having taken place over several decades, has resulted in a mix of land uses, including residential, commercial, office, public and open space. A significant number of parcels along the Route 10 Corridor are undeveloped.
- **Chesterfield County Airport:** According to the market analysis, the airport represents a competitive advantage to the County in terms of economic development. There is currently significant vacant acreage with good access adjacent to or near the airport that is presently not zoned industrial. Current land uses immediately bordering the Airport are predominantly industrial and rural residential. The Airport Industrial Park borders the Airport on the southwest, with Pocahontas State Park southwest of the industrial park.

- **Compatibility:** Growth and its associated impacts raise two important issues of land use compatibility. Low intensity and medium intensity residential land uses are located to the northwest, north and east of the airport. There have been some issues of land use incompatibility, primarily related to aircraft
- **Housing:** The Central Area currently contains about one-third of all housing units in Chesterfield County. The area also contains about 33 percent of all Chesterfield's multi-family housing. Most of the projected new households in this area are likely to be accommodated by infill development. Over the next ten

Chart 2  
Central Area Land Use



noise, between the airport and the surrounding residential community. Noise is inherent to aircraft operation and must be carefully considered in future land use recommendations.

### Economic Growth and Business Development

Information concerning the existing economic conditions in the Central Area shed light on the area's role as a key employment center. Over 5,000 people work for the area's major employers. Besides County government, major employers are mostly industrial concerns. The County's 1994 Chesterfield Airport Industrial Park Directory identifies over 100 businesses that are located in the industrial park adjacent to the County's airport.

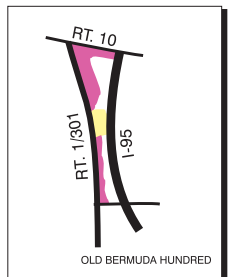
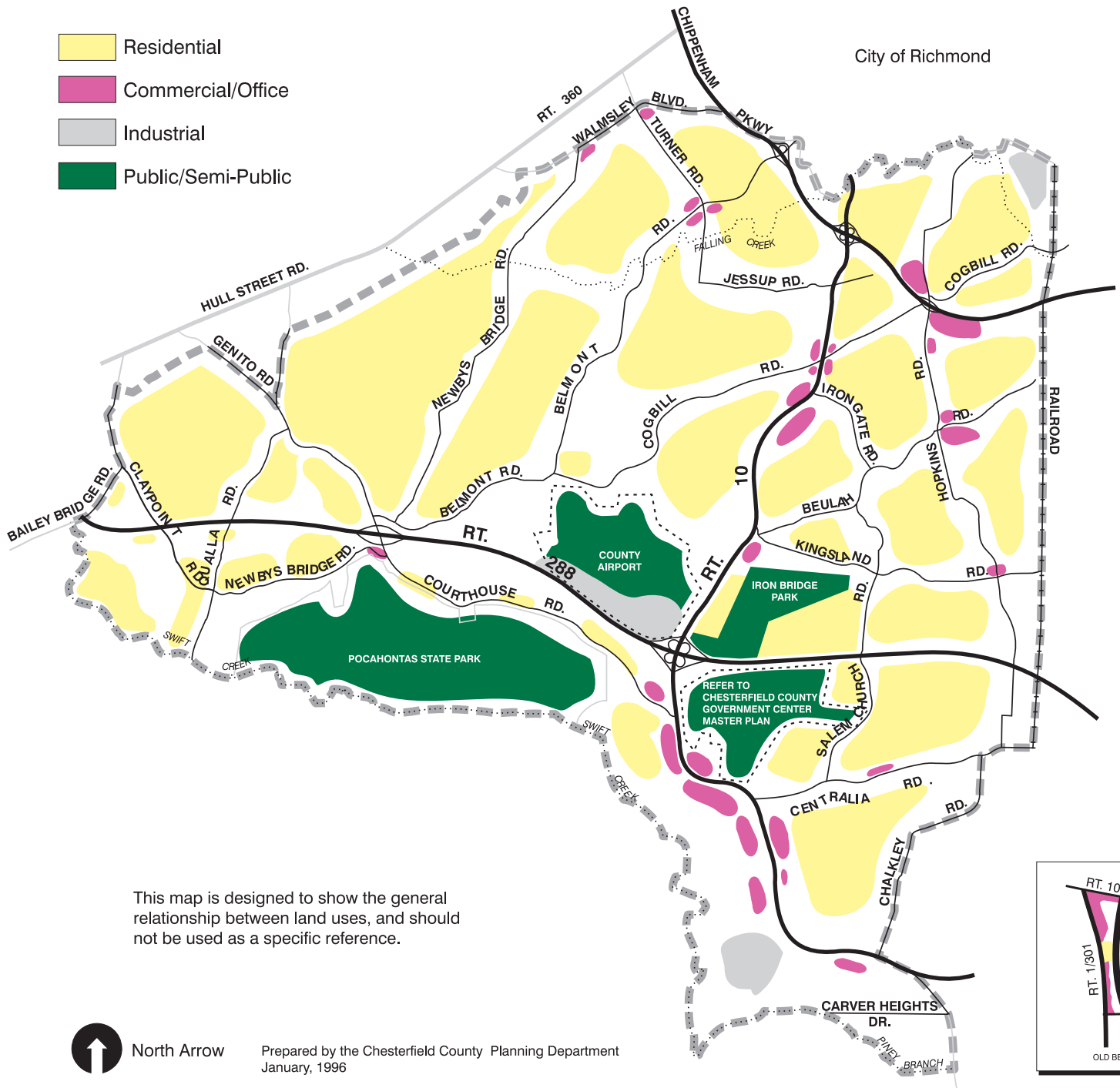
"The Market Analysis for the Central Area," a private consultant study commissioned by the County, provides insight about residential and non-residential economic trends. Enhanced understanding of the market potential for new growth, along with other planning factors, can be useful as a guide in planning for the future vitality of the Central Area. In general, the market analysis finds that there is potential for growth throughout much of the Central Area.

years, it is expected that about 250 to 350 additional occupied units or households will be added to the northern central area. In the southern section of the Central Area, where there is a significant amount of vacant land, growth of about 400 to 600 additional units and households are expected.

- **Commercial Services:** The northern portion of the Central Area will have continued vitality by focusing on convenience niche commercial. Strong growth is expected in the southern portion of the Central Area, most likely to be associated with large value oriented general merchandise operations.
- **Office:** The market analysis found growth demand for private sector office space for the area near and around the Chesterfield Courthouse Complex. The anticipated absorption of office space for the Central Area over the next ten years is estimated to be 250,000 square feet.
- **Light Industry:** Demand for light industrial development is focused on airport and potential spin-off activity. Currently, few industries in the immediate vicinity of the airport use the facility with any regularity. Yet, with additional properly zoned land, ample opportunity exists to expand the industrial base with potential

(Map B)  
Central Area Plan  
Existing Generalized  
Land Use

- Residential
- Commercial/Office
- Industrial
- Public/Semi-Public



users of the airport facility. The market analysis finds this expansion particularly important to overall economic development activity for Chesterfield County's future.

### **Public Facilities and Transportation**

In planning for the future growth and development of the Central Area, the adequate provision for community facilities and public services is an important issue. Map C identifies existing public facilities in the Central Area, including schools, fire stations, parks, and libraries. The Central Area is also home to Pocahontas State Park. Proposed future public facilities are outlined in the County's 1995 *Public Facilities Plan*. (Copies are available from the Planning Department.)

- **Water and Sewer:** The majority of the Central Area is served by an extensive public water and sewer system. Current County policy requires that the cost of extensions of the public water and sewer systems to serve new development be borne by the developer.
- **Chesterfield County Government Center:** The Chesterfield County Government Center is situated in the center of the Central Area. A 1989 plan adopted for the government center envisions, over the long term, the historic courthouse area developing into the symbolic center of County government.
- **Transportation:** The existing thoroughfare system of the Central Area is oriented to serve both local traffic and traffic to and from other areas of the region, particularly the northern area of Chesterfield County, the City of Richmond and the tri-cities area to the east and south. The County's adopted Thoroughfare Plan (adopted in 1989) illustrates the County's long range plan for a transportation network. Map D displays the adopted Thoroughfare Plan.
- **Proposed Public Facilities:** Recommendations for future public facilities are found in both the County's Capital Improvement Program and the *Public Facilities Plan*. The following recommendations from the *Public Facilities Plan* are within or adjacent to the Central Area:
  - Build a new fire station in the Centralia area by 2000.
  - Build a new fire station in the Rockwood (vicinity of Courthouse Road and Genito Road) area by 2000.
  - Renovation of Beulah, Hopkins Road and Salem Church Elementary Schools by 2000.
  - A new elementary school in the vicinity of Iron Bridge Park by 2000.

- Renovation or replacement of Meadowbrook High School by 2000.
- Expansion of the Meadowdale Library by 2015.
- Development of 70 acres of new community-level parks in the Central Area by 2015.

### **Environment**

The sensitivity of natural features should play a role in guiding future land use decisions. It is important to consider the environmental impacts caused by potential development to safeguard the Central Area's natural resources and the quality of life for area residents.

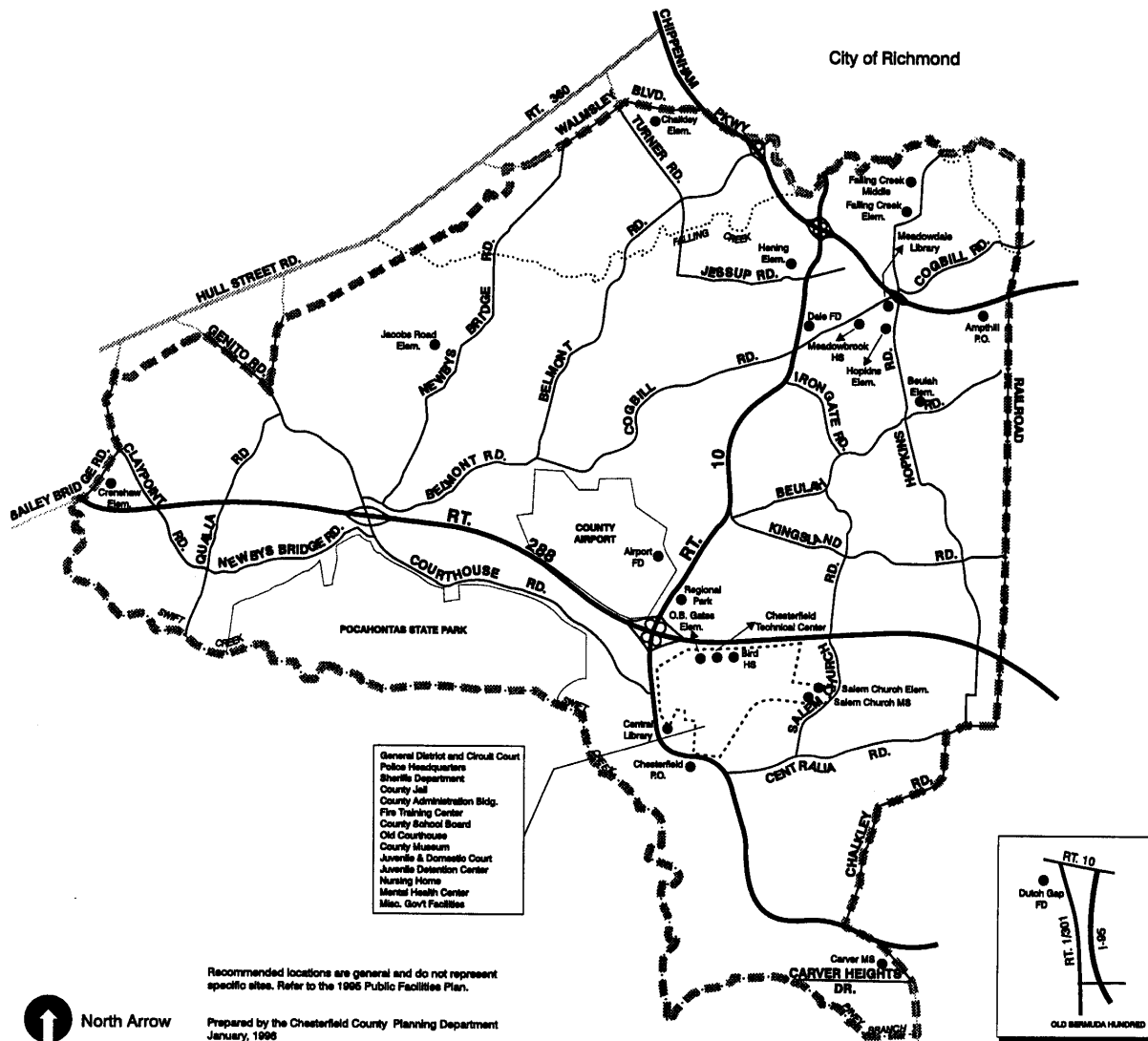
Non-tidal wetlands are increasingly recognized for a variety of contributions to environmental quality. The County's Water Quality Protection Plan has goals, policies and implementation strategies to protect water resources in the Central Area and throughout the County and to ensure compliance with the Chesapeake Bay Preservation Act.

This part of the County is very flat, and although non-tidal wetlands are found throughout the County, a very large concentration may exist in a portion of the Central Area.

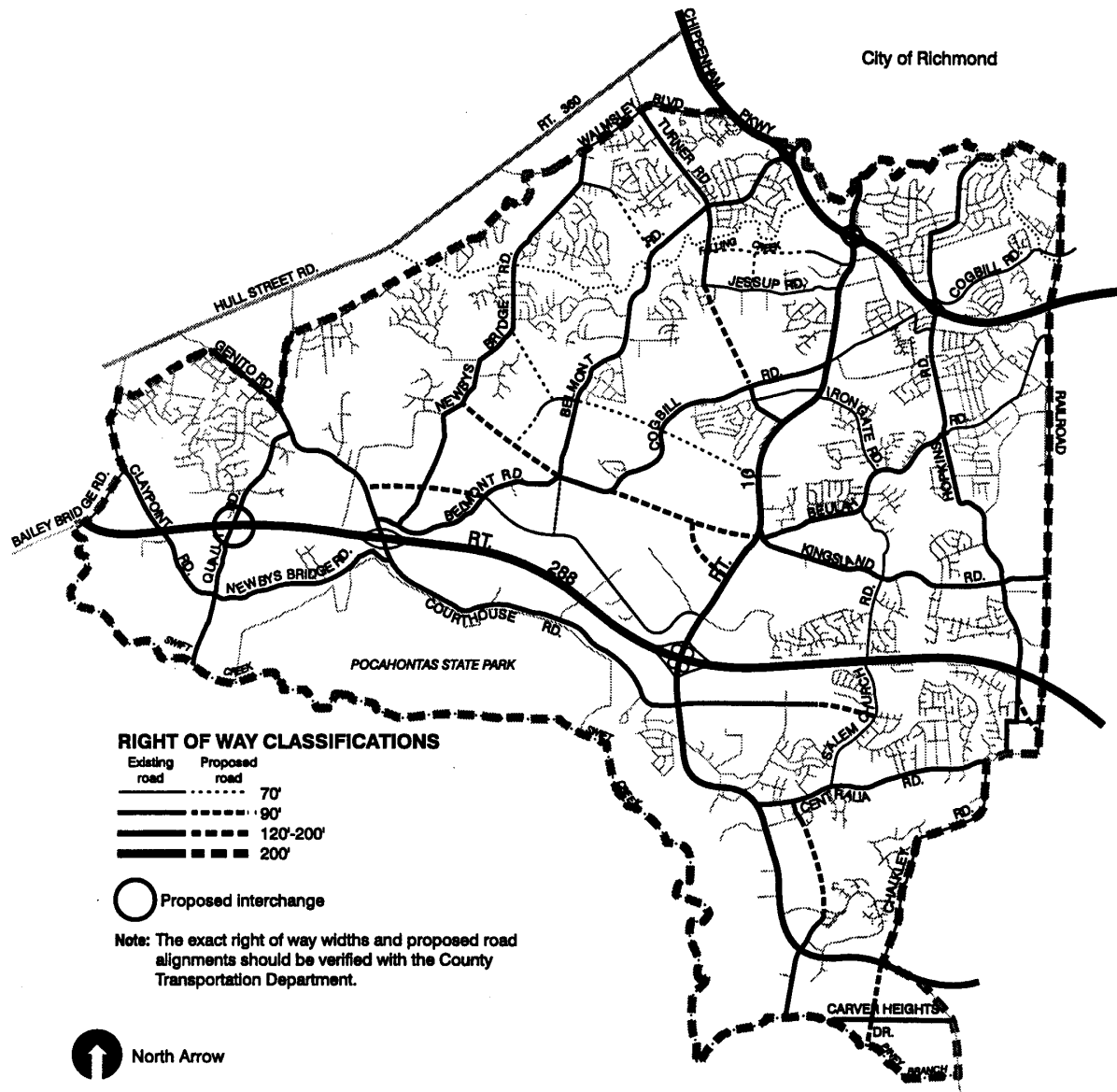
### **Housing and Neighborhoods**

For the purpose of this analysis, the Central Area was divided into the six communities described below and shown on Map E. All information here about the communities is from the 1990 U. S. Census. Table 1 provides some pertinent information concerning the people who live in these Central Area communities.

(Map C)  
Central Area Plan  
Existing Public Facilities



(Map D)  
Central Area Plan  
Adopted Thoroughfare  
Plan



**Table 1**

percent owned their homes, about the same as the whole County.

Community	Housing Units	Median Housing Value	Single-Family	Multi-Family	Percent of Housing Stock Built Since 1980
Belmont	3,677	\$82,573	3,677	0	58%
Beulah	6,093	\$73,988	4,996	1,097	33%
Courthouse	3,581	\$83,368	2,884	697	53%
Meadowbrook	2,292	\$94,630	1,540	752	8%
Newbys Bridge	3,163	\$79,206	3,163	0	63%
Turner	2,788	\$68,322	1,204	1,584	27%
Total	21,594		17,464	4,130	

Source: 1990 US Census

Table 2 provides information regarding housing in the Central Area.

1980.

**Table 2**

Community	Population	Median Income	Over 50 Years Old
Belmont	11,346	\$45,202	1,263
Beulah	16,985	\$39,564	2,078
Courthouse	10,377	\$43,229	1,198
Meadowbrook	5,632	\$42,267	1,936
Newbys Bridge	9,302	\$42,194	1,947
Turner	6,455	\$33,700	869
Total	60,097		9,291

The following is a summary of 1990 Census information about these communities.

- **Belmont:** The Belmont Area, at \$45,202, has the highest median income of the Central Area communities. Made up mostly of single family homes, the vast majority owner-occupied, approximately 58 percent of the housing stock was built after 1980.
- **Beulah:** The community with the most people, the Beulah Community shows a lower median income, as well as median housing value, in comparison with other Central Area communities and the rest of the County. Two thirds of Beulah's housing stock was built before 1980. Beulah has over 1,000 multi-family units, approximately 18 percent of all its housing.
- **Courthouse:** A community of younger families, approximately 42 percent of the Courthouse Community's population is under 30 years of age. The percentage of children per household is slightly higher than the County average. In 1990, the Courthouse Community had the second highest median housing value of the Central Area communities. Approximately 53 percent of the housing stock has been built since 1980, and in 1990 about 70

- **Meadowbrook:** In 1990, approximately 34 percent of Meadowbrook's residents are over 50 years of age, compared to 15 percent for all of the Central Area. The 1990 median housing value is the highest of the Central Area communities at \$94,630. Eight percent of Meadowbrook's housing was built after

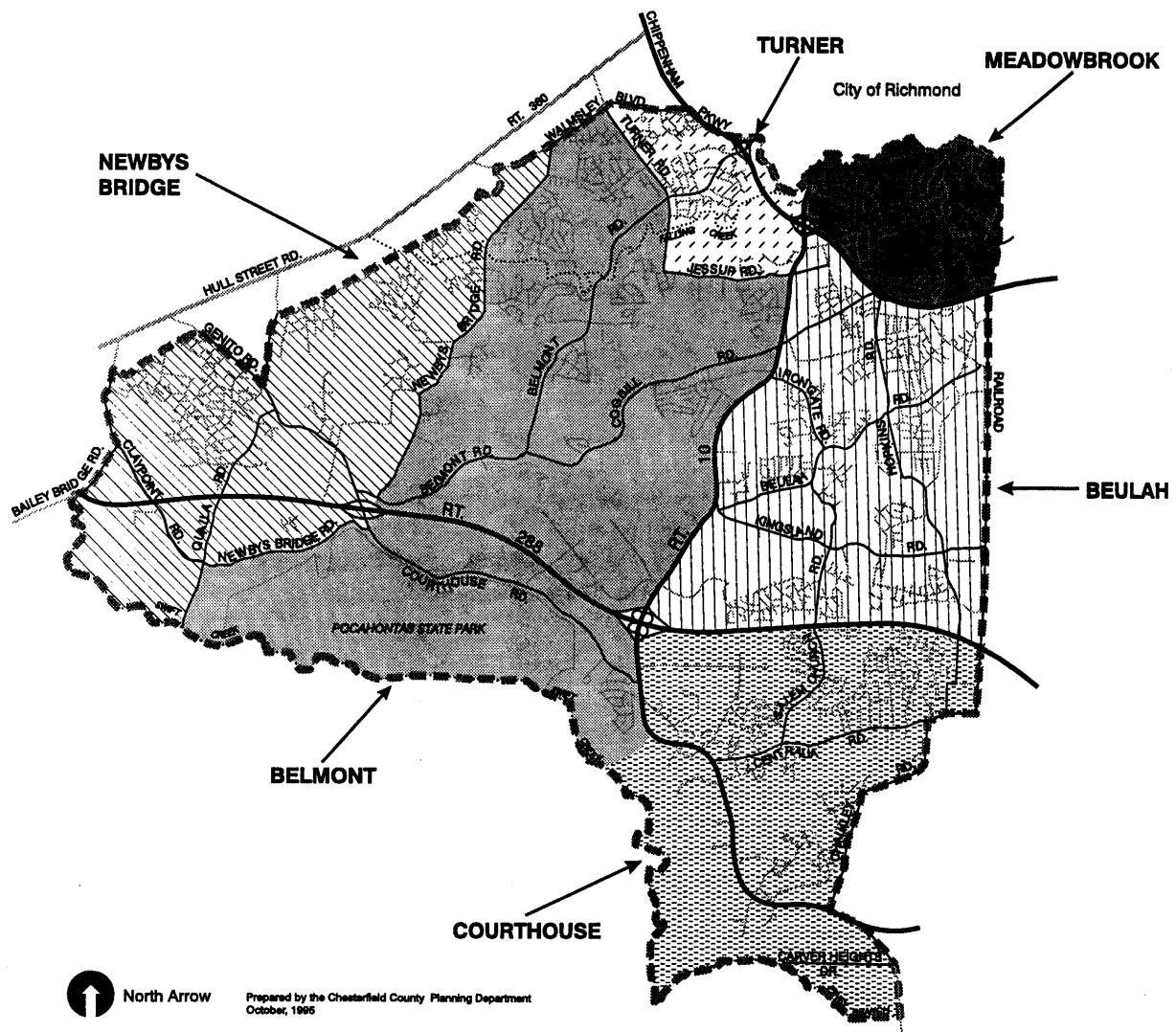
- **Newbys Bridge:** The Newbys Bridge Community is a single family housing community with no multi-family units. It has the newest housing stock of the Central Area communities, with 63 percent built since 1980.

- **Turner:** The percentage of persons over 50 in the Turner is equal to the County as a whole. The Turner Community has the lowest median income of the Central Area communities at \$33,700. Nearly 57 percent of the Turner Community's housing stock is multi-family units.

## Historic Resources

The Central Area contains a rich fabric of historic resources of local and state significance. These resources relate to several major periods of history. Important historic resources such as Magnolia Grange, Castlewood, and the old Chesterfield County Courthouse are located in the vicinity of the Chesterfield Government Center.

(Map E)  
Central Area Plan  
Communities



## A PLAN FOR ACTION

### I. Goals

The theme of the *Central Area Plan* is a belief in the value of a positive image for the community that emphasizes livability and economic vitality. As the Central Area moves toward the twenty-first century, there needs to be a clear vision of the future. The goals listed below establish a framework for the plan's more specific recommendations. These goals, like the recommendations that follow, are not in order of rank or priority.

- **Vitality:** Maintain the long term vitality and attractiveness of the Central Area as a quality community offering opportunities for residential and business/industrial uses. The land use pattern for a healthy, livable Central Area should reflect the following:
  - a. Maintenance of stable, attractive, and diverse neighborhoods that are the building blocks of the residential land use pattern,
  - b. The provision for high quality employment opportunities through new businesses and growth of existing ones,
  - c. Maintenance and improvement of the public services and facilities which provide a framework for the land use pattern -- such as roads, water and sewer lines and educational amenities.
- **Character:** The preservation of the intrinsic strengths and character of the Central Area, including a strong base of single family housing, is of great importance. When planning at the neighborhood level, we must keep in mind the importance of protecting the character, stability, and integrity of existing housing, while meeting demands for new housing.
  - a. Neighborhoods are the building blocks of the County and its quality of life. As the County grows, its livability is increasingly determined by the character of its neighborhoods. The conditions and character of the Central Area neighborhoods vary greatly. We must understand these differences. The needs of an older "in town" neighborhood are different from the needs of a new neighborhood located on the rural fringe.
- **New Development:** Accommodate new development in the western part of the Central Area, recognizing distinct character differences between developed and undeveloped land. This is of primary importance to the future health and vitality of Chesterfield County.

This accommodation considers the importance of:

- a. The preservation of established neighborhood character in developed areas,
- b. The recognition of the County Airport as an anchor to Chesterfield County's economy, by promoting synergistic relationships between the airport and future industrial activity.

### II. Recommendations

The land use plan for the Central Area seeks to provide a high quality residential location over the long term, together with the development of a quality employment center. The need is to conserve the established residential areas, while accommodating the area's strong potential for economic development. Development in the Central Area has taken the form of single family subdivisions, scattered multifamily complexes, small to medium sized shopping areas often along highway corridors, large employment centers, industrial parks, and a once in a lifetime economic development opportunity of an airport. Although this development pattern has produced a livable community, the shifting pattern of growth has contributed to disinvestment in some neighborhoods, created conflicting land uses, and resulted in many vacant areas "leapfrogged" by development.

#### Land Use Recommendations

1. **Balance:** Recognize in land use decisions the vital importance of balance between neighborhoods and employment opportunities. Accommodate growth in response to the Central Area's unique opportunities.
2. **Accommodation:** Provide for the accommodation of future residential development in balance with other land uses.
3. **Environment:** Promote environmental quality and community integrity through continued good site plan design, adequate transition, and buffering.
4. **Pattern:** Protect the validity of a variety of land uses by providing adequate separation and buffering.
5. **Public Facilities and Services:** Provide adequate public facilities to address the impact of development. Develop needed community facilities and services in a cost effective manner by following the County's *Public Facilities Plan*.

6. **Development Around the Chesterfield County Government Center:** To insure visual compatibility and appropriately reflect the historic significance of the Courthouse area, future non-residential development in the area around the Chesterfield County Government Center should incorporate the same Federalist and Colonial architectural design features as other non-residential developments in the area, such as the Chesterfield Meadows Shopping Center. (See Map H)

### ***Economic Growth and Business Development Recommendations***

1. **Chesterfield County Airport:** Recognize the importance of the airport to the County's future economic vitality and protect this important asset from land uses that would be in conflict with activities inherent to airport operations.
2. **Route 288 Corridor:** Focus on the regional transportation and industrial location advantages of the Route 288 corridor. Actively market the light industrial and regional mixed use potential of designated areas along the corridor.
3. **Government Center:** Encourage compatible commercial development in areas adjacent to the Chesterfield County Government Center Complex.
4. **Industrial Development:** Protect existing and proposed industrial areas from conflicting residential land use development.
5. **Business Location:** Provide convenient business locations that reduce traffic and travel time.
6. **Community Involvement:** Encourage business community involvement in the Community Initiative (see following section).

### ***Public Facilities and Transportation Recommendations***

1. **Capital Improvement Program:** Continue to use the County's *Public Facilities Plan* as the primary guide for initiating future public facilities projects in the County's Capital Improvement Program.
2. **Thoroughfare Plan:** Continue to use the County's *Thoroughfare Plan* as the guide for recommendations on development proposals.
3. **Cogbill Road:** The *Thoroughfare Plan* identifies Cogbill Road from its intersection with

Chesterwood Drive towards Chippenham Parkway as a collector. This collector road designation should not apply to this section of Cogbill Road; rather Chesterwood Drive from Cogbill Road to Meadowdale Boulevard and Meadowdale Boulevard from Chesterwood Drive to Hopkins Road should be designated as collectors with a right-of-way width of seventy (70) feet.

### ***Environmental Recommendations***

1. **Water Quality Protection:** Continue to carry out the goals, policies and implementation strategies to protect the water resources in the Central Area in accordance with the County's Water Quality Protection Plan and The Chesapeake Bay Preservation Act.

### ***Housing and Neighborhood Recommendations***

1. **Committee On The Future Neighborhood Preservation Strategies:** Work with the Committee on the Future to look at ways to implement the neighborhood preservation strategies contained in their 1995 report.
2. **Community Initiative:** Carry out the recommendations of the Community Initiative for the Meadowbrook Area (see following section).
3. **Community Building Program:** Work to foster community organization and participation with the Meadowbrook community and other Central Area neighborhoods through the County's proposed Community Building Program.
4. **Residential Development:** Review the residential and agricultural provisions of the County's Zoning Ordinance. Determine if revising residential district requirements to allow innovative new housing types and design techniques would provide a wider variety of housing choices for a changing housing market.

### ***Historic Resource Recommendation***

1. **Adaptive Reuse of Historic Properties For Non-residential Uses:** Provide support through land use decisions on historically significant properties located in agricultural and residential zoning districts, provided that the use does not significantly impact adjacent residential areas, or detract from the agricultural or residential character of the area.

### III. The Land Use Plan

The Land Use Plan seeks to enhance the special character of the Central Area and to help guide the changes in the development pattern that may take place over the next twenty years. The plan strives to:

- Provide for the livability and the economic **vitality** of the Central Area in the future.
- Preserve and accommodate growth in response to the Central Area's unique opportunities by working toward a **balanced** distribution of employment and housing options.
- Recognize the importance of the **Airport** to the County's future economic vitality and to protect this important asset from land uses that would be in conflict with activities inherent to airport operations.
- Protect existing and proposed **industrial** areas from conflicting residential land use development.

The Land Use Plan illustrates the recommended future development pattern for the Central Area. It provides more than an adequate supply of additional acreage for various land uses relative to market demand projections. This map ( Map F) will be useful as a guide for all future decisions, including rezonings and other land use decisions. Key features of recommended uses are presented in Chart 3.

### IV. Other Considerations

#### **Development Around the Chesterfield County Government Center**

The design area shown on Map H in the vicinity of the Chesterfield County Government center has Federalist and Colonial design features that are compatible with the historic structures in the area, namely Magnolia Grange, Castlewood, and the Old Chesterfield County courthouse. This is of importance not only to residents, but to visitors as well.

Although this corridor is part of the "everyday" scene for residents who live in the area or people who have business at the Government Center, to visitors using the recreational, cultural, and historic resources of the Central Area, this corridor creates a first and lasting impression. In order to insure visual compatibility with and appropriately reflect the historic significance of the Courthouse area, future development in the area should incorporate the same design features as other

developments in the area, such as the Chesterfield Meadows Shopping Center.

#### **Specific Area Considerations**

- The accommodation of new development in the western part of the Central Area is of primary importance to the future health and vitality of Chesterfield County. Important considerations include preserving established neighborhood character, building quality neighborhoods for the future, and recognizing the County Airport as an anchor to Chesterfield County's economy through promoting synergistic relationships with future industrial activity.
- The character of the northern portion of the planning area is predominantly residential with some mixed use commercial and office development. The plan recommends this land use pattern continue. Challenges include an aging housing stock, a decline in the number of commercial services in the area, and the effective integration of future construction on undeveloped land adjacent to existing developed areas.
- The character of the area west of Route 10 includes residential development as well as major industrial, office and commercial employment centers, an irreplaceable asset in the Chesterfield County Airport, and, significant vacant land available for future development. Challenges to the future development of this area include rapid growth and providing an effective transition between residential and non-residential land uses. The land uses recommended here will 1) set aside larger area for future industrial use to optimize economic development opportunities associated with the Chesterfield County Airport, 2) preserve and protect stable neighborhoods and 3) provide effective separation and buffering of commercial, office, and industrial uses from residential areas.
- Typically, the southern portion of the Central Area is characterized by employment centers, neighborhoods, and commercial goods and services. Future land use recommendations support continued development in the form of residential, office and community commercial uses.
- The preservation of the intrinsic strengths and character of the Central Area, including a strong base of single family housing is of great importance. At the same time this preservation must go hand in hand with meeting the demand for development on vacant land and the need for revitalization of some older areas.

### Chart 3 LAND USE CATEGORIES

The plan recommends the following land use categories as illustrated on Map F.

**NEIGHBORHOOD CONVENIENCE CENTER:** (Not shown on Land Use Plan) Neighborhood oriented uses (C-1 and O-1 Districts) such as limited retail, personal services, and offices. Limited retail, personal service, and office centers should be provided within planned residential areas to attract customers from immediate neighborhoods only. Preferably, they should be planned in conjunction with new residential projects. These centers should be sited on one corner of an intersection of two collector streets, or where a collector street intersects with an arterial road.

**NEIGHBORHOOD MIXED USE:** Neighborhood oriented retail development (C-2 District) including small shopping centers and other commercial and office services.

**MIXED USE CORRIDOR:** Residential developments of various densities, as well as professional, business, industrial, and administrative offices with integrated supporting uses. Such uses should extend approximately 1,000 feet from the major arterial road; however, existing natural or built boundaries (such as bodies of water, floodplains, rights-of-way, access locations or utility corridors) are preferable to an arbitrary depth, such as 1,000 feet.

- *Note:* Nursery schools, child or adult day care centers, kindergartens, hospitals, and other places of assembly are not appropriate on Route 10 (Ironbridge Road) between Kingsland Road and Route 288 due to the proximity to the Runway Approach Surface at the Chesterfield County Airport.
- *Note:* Based on findings contained in the *Market Assessment for the Central Area*, new multi-family residential development is generally not appropriate north of Route 288.

**COMMUNITY MIXED USE:** Community-scale development (C-3 District) including shopping centers, other commercial and office uses, and integrated townhouse or multi-family residential uses.

- *Note:* Based on findings contained in the *Market Assessment for the Central Area*, new multi-family residential development is generally not appropriate north of Route 288.

**REGIONAL MIXED USE:** A mixture of integrated office, shopping center, light industrial parks, and/or higher density residential uses. Where appropriate, this area could include community scale mixed uses such as shopping centers, other commercial uses or offices.

- *Note:* Based on findings contained in the *Market Assessment for the Central Area*, new multi-family residential development is generally not appropriate north of Route 288.

**LIGHT INDUSTRIAL:** Light industrial uses (I-1 District uses and some I-2 District uses) that are dependent upon raw materials first processed elsewhere. Limited retail and service uses that are accessory to industrial uses are also permitted when part of an integrated industrial development.

**GENERAL INDUSTRIAL:** Industrial uses (I-1 and I-2 District uses and some I-3 District uses may be appropriate if they have the same general character as I-1 and I-2 uses). Limited retail and service uses that are accessory to industrial uses are also permitted when part of an integrated industrial development.

#### General Notes:

- Within all land use categories, zoning proposals should be analyzed to determine specific impacts of individual projects on existing and future development.
- Transportation impact and required road improvements for specific development proposals should be evaluated through the zoning and plan review processes.
- Appropriate land use transitions should be provided between existing and future residential development and higher intensity uses.
- In some cases, future land use classifications are appropriate if parcels are part of a larger scale development plan that provides for an aggregation of parcels, thereby allowing sufficient land to provide appropriate buffers and land use transitions.
- The rural forested character of Newbys Bridge Road should be preserved. Further, any non-residential uses along Newbys Bridge Road, north of Whitepine Road Extended, should be oriented toward the interior of projects having an internal road network.
- Light industrial uses adjacent to existing or future residential areas should be designed in a campus style setting to be achieved through preservation of forested character, landscaping and buildings with architectural styles and materials of the quality found in office/industrial parks such as Moorefield or the Arboretum.

# CENTRAL AREA LAND USE PLAN

Refer to the  
Northern Area  
Plan

City of Richmond

Refer to the  
Jefferson Davis  
Highway  
Corridor Plan

Existing	Proposed	
		70'
		90'
		120'-200'
		200'

**Note:** The exact right of way widths and proposed road alignments should be verified with the County Transportation Department.

Refer to the  
Southern and  
Western Area  
Plan

Refer to  
Government  
Center Plan

Refer to the  
Chester Village  
Plan



**Adopted by the Chesterfield County  
Board of Supervisors February 12, 1997**

Prepared by the Chesterfield County  
Planning Department February 27, 1997 (#20)  
**Last Updated: May, 2000**

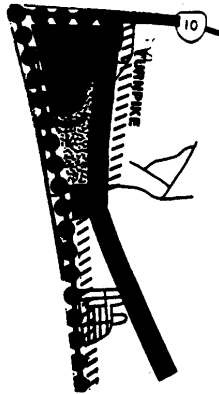
	Residential: (1.00 to 2.5 Dwelling Units Per Acre)
	Residential: (2.51 to 4.0 D.U.A.)
	Residential: (7.01 D.U.A. or more)
	Neighborhood Mixed Use
	Mixed Use Corridor
	Community Mixed Use
	Regional Mixed Use
	Light Industrial
	General Industrial

Sites for Neighborhood Convenience Centers are not shown on this map.

**Airport Impact Area:** Due to the impact of daily airport operations on residential development, future residential developments in the area most impacted by the Chesterfield County Airport, currently designated on the Zoning Map for Chesterfield County as the outer Airport Height Obstruction limit, should have mechanisms to notify future home owners about the location and effect of the Airport before the purchase of their homes.

- ① With appropriate access, transportation improvements, and transition to the adjacent single family neighborhood, mixed use corridor uses may be appropriate in this location.
- ② Due to the proximity of the two elementary schools and the limited size of the parcels, uses will be limited in the mixed use corridor along Hopkins Road. Office and residential uses only, with no supporting retail uses, are appropriate in this area due to these site limitations.
- ③ Cogbill Road Extended shall not be connected to Newbys Bridge Road, until Newbys Bridge Road is reconstructed as a two (2) lane roadway to VDOT Urban Minor Arterial Standards from Walmesley Boulevard to its intersection with Cogbill Road Extended.
- ④ The development of this regional mixed use node is dependent upon transportation improvements, to include among other things, the east-west arterial as shown on the Thoroughfare Plan.
- ⑤ Certain neighborhood commercial uses may be appropriate at this quadrant with appropriate access, architectural design compatible with the provisions of the Plan and design controls which provide protection of and compatibility with the adjacent residential neighborhood.

(Map G)  
**Central Area**  
**1986 Adopted Land Use**  
**and Transportation Plan**  
**For The Route 10/  
 Jefferson Davis Turnpike Area**



## LEGEND

	<b>Low Density Residential</b> (1.5 units/acre or less)
	<b>Medium Density Residential</b> (1.51 to 4.00 units/acre)
	<b>Medium/High Density Residential</b> (4.01 to 7.00 units/acre)
	<b>High Density Residential</b> (7.01 units/acre or more)
	<b>Office</b>
	<b>Light Commercial</b>
	<b>General Commercial</b>
	<b>Light Industrial</b>
	<b>General Industrial</b>
	<b>Public/Semi-Public</b>

### RIGHT-OF-WAY CLASSIFICATION

	<b>Limited Access (200')</b>
	<b>Major Arterial (120'-200')</b>
	<b>Major Arterial (90')</b>
	<b>Collector (70')</b>
	<b>Proposed Improvements</b>

Adopted by Board of Supervisors September 10, 1986

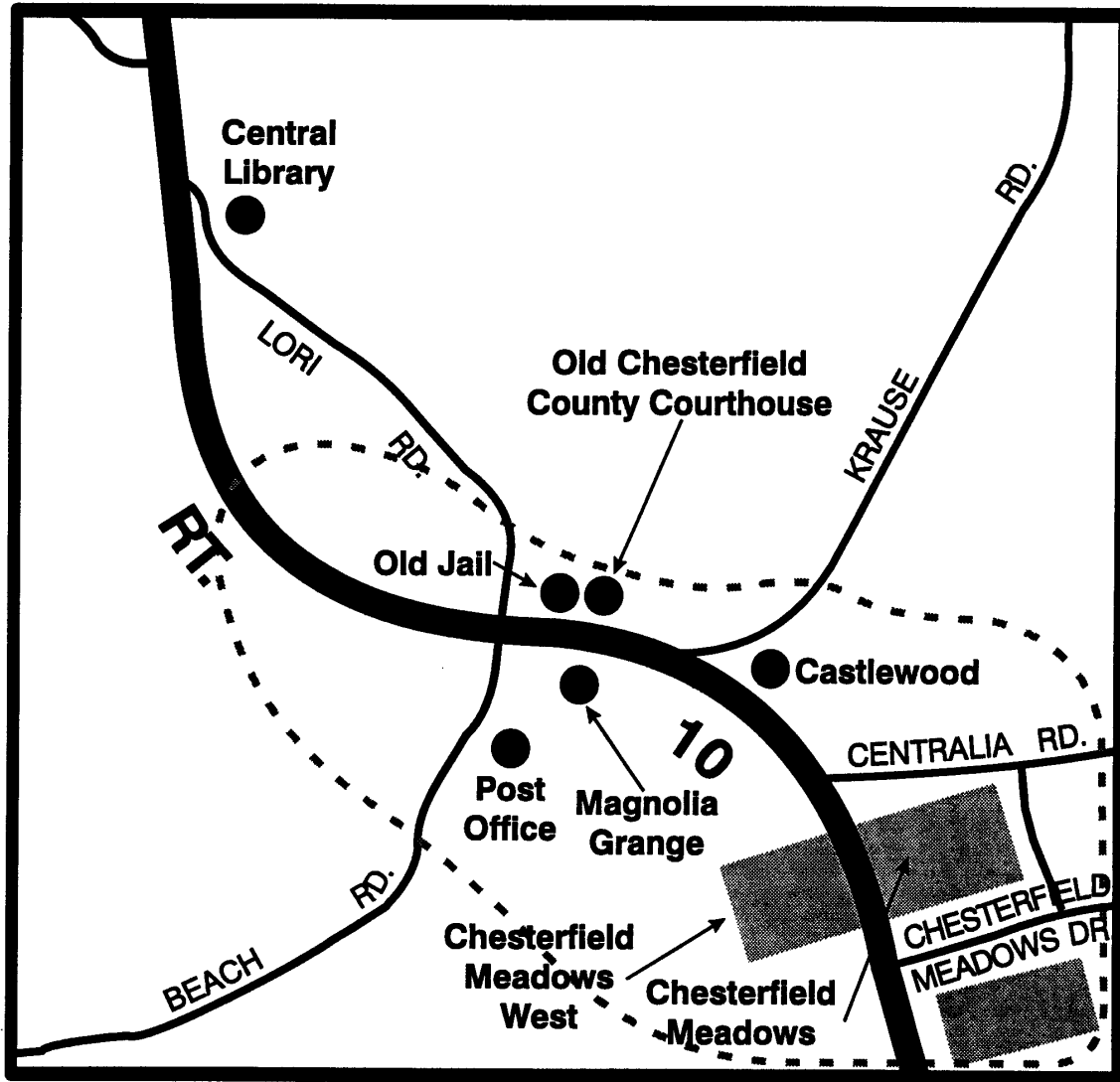
1996 Central Area Plan Update Note: This area is not being reviewed as part of the 1996 Central Area planning process.



Not to scale

(Map H)

# Courthouse Historic Design Corridor



--- Design boundary

Prepared by the Chesterfield County Planning Department  
December, 1995

## THE COMMUNITY INITIATIVE

### A. Background

The Community Initiative is a series of strategies devoted to building community. It establishes a foundation for residents and business persons to identify the needs and priorities of their community. Working together, the community forms a partnership with Chesterfield County, community agencies, and others to implement the actions that must occur if visions are to become reality. The Community Initiative is an opportunity to produce real and needed change that is based upon the wisdom of the people who know their community best.

The Community Initiative endorses the concept of neighborhood wellness, which is defined as a state of livability in neighborhoods where housing is decent and safe; private yards and public spaces are well maintained; business is an integral part of the community; crime is low; public facilities are in good condition, and both residents and businesses are active in neighborhood affairs. It also refers to an environment supportive of investments, both private and public, and one in which property values are protected and neighborhood character is preserved.

The Community Initiative is committed to maintaining healthy neighborhoods. Its main goals are to:

- Create a sense of community,
- Build neighborhood self-sufficiency,
- Ensure the delivery of County services in a coordinated and focused manner,
- Build partnership among residents, businesses and the County.

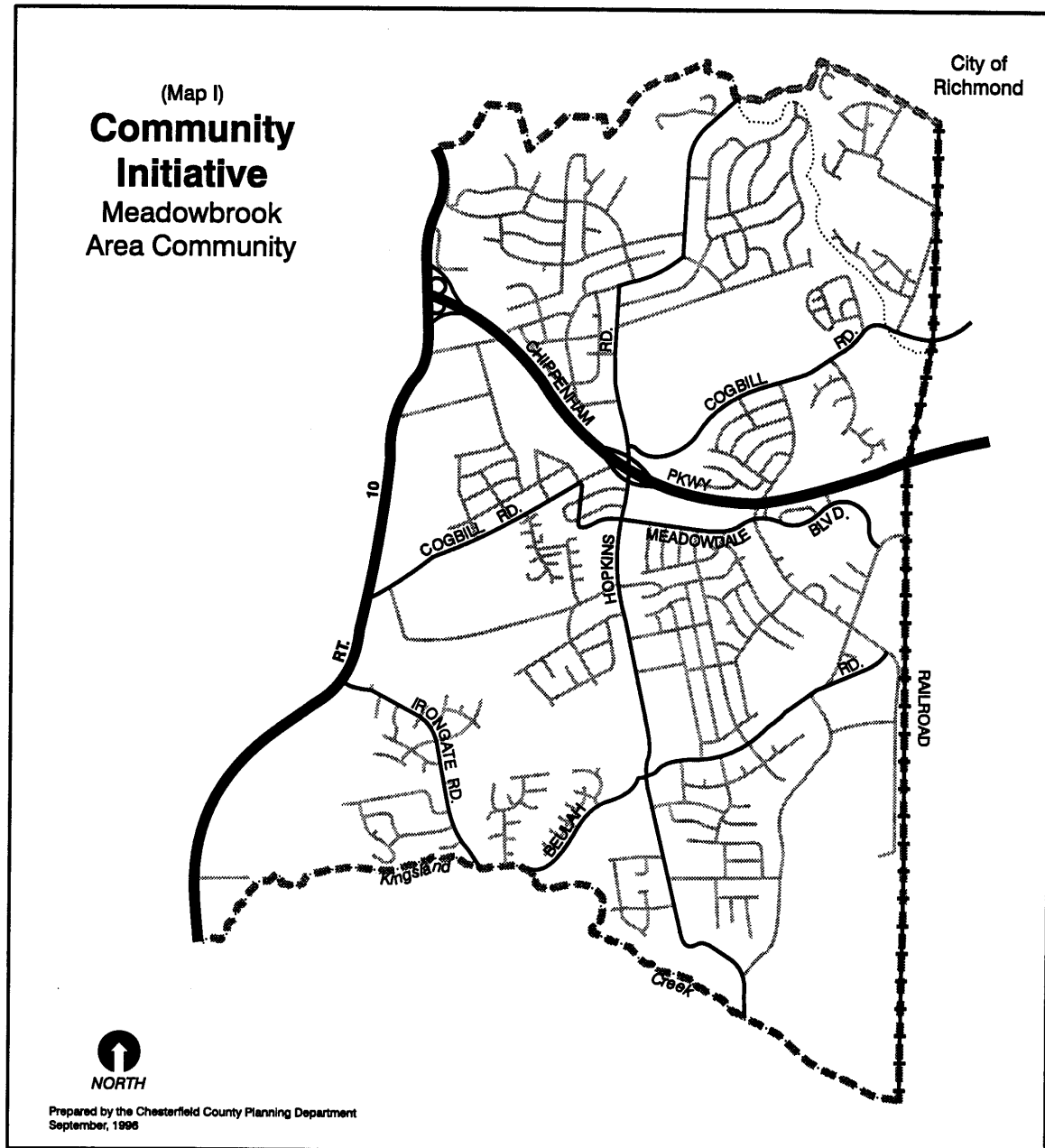
Through the Community Initiative, the community will identify its assets and resources, and then will work in partnership with residents and businesses and County staff to develop strategies to address identified actions. Active involvement and participation of neighborhood organizations, residents, and businesses will be solicited to achieve cooperation in planning, developing, and implementing the community's vision of its future.

Community Initiative efforts are envisioned for many neighborhoods throughout Chesterfield County. Map I, outlines the geography of the County's first Community Initiative area: the Meadowbrook Area Community Wellness Initiative.

### B. Goals and Objectives

Goals and objectives, developed from a list of community issues and priorities identified by residents at community meetings, serve as building blocks in addressing community issues and priorities.

1. **Community Identity:** Promote the identity of the Meadowbrook Area Community.
  - a. **Identity:** Develop a strong community identity that creates a sense of place and belonging for residents and unifies the various interests in the neighborhoods into cooperative forces for mutual satisfaction.
2. **Neighborhood Schools:** Emphasize the importance of the Meadowbrook neighborhood schools as a focal point in the attraction and retention of families in the community.
  - a. **Partnership:** Encourage a partnership between neighborhood schools, the school system, County departments, neighborhoods, and businesses to support and promote the Community Initiative.
3. **Property Maintenance:** Preserve the Meadowbrook Area Community's housing and businesses. Correct property maintenance problems where needed and sustain otherwise healthy conditions.
  - a. **Preservation:** Promote housing and business preservation efforts where appropriate.
  - b. **Maintenance:** Identify areas for systematic nuisance abatement, property maintenance, and enforcement.
4. **Community Beautification:** Enhance beautification activities in the Meadowbrook Area Community.
  - a. **Public Activities:** Expand private and public activities to beautify the Meadowbrook Area Community.
5. **Public Safety:** Involve residents and business persons in crime prevention activities in the Meadowbrook Area Community.



- a. **Neighborhoods:** Make neighborhoods safer through active resident and business involvement in crime prevention and elimination.
6. **Traffic Safety:** Improve traffic safety in the Meadowbrook Area Community.
- a. **Network:** Provide a safe and efficient transportation network for pedestrians, cyclists, and motorists.

### C. Recommended Actions

The following strategies provide specific courses of action which detail how the aforementioned goals and objectives will be achieved. These action steps are recommended in the implementation of the Meadowbrook Area Community Wellness Initiative. The residents and businesses of the Meadowbrook Area Community have an important role to play in the Community Initiative Program. They should take an active role in enhancing the Meadowbrook Area Community. Understanding the County has limited resources, the successful implementation of the initiative ultimately depends on the commitment that residents and business people bring to making and keeping their community a good place to live and do business.

#### 1. Community Identity

- a. **Marketing:** Encourage residents, businesses and property owners to promote community facilities and community attributes.
- b. **Neighborhood Organizations:** Encourage the formation of neighborhood organizations where none exist. Include residents, property owners, businesses, and the County. Strengthen the existing Meadowbrook Area Community Council to include representation from the Meadowbrook Area Community.
- c. **Resident Renters:** Encourage apartment dwellers and other residents who rent their homes to become more involved in the community process.
- d. **Community Events:** Neighborhood organizations should seek public/private funding opportunities to support a variety of community events and activities, and use the media to publicize them.
- e. **Real Estate/Development Community:** Educate the real estate/development community through seminars highlighting opportunities for investments. Seek their assistance in marketing the community.
- f. **Promote Assets:** Educate and obtain the assistance of bankers, real estate agents, appraisers, and other development interests in the Meadowbrook Area Community to promote and market neighborhood assets.
- g. **Community Visibility:** Use signs, markers, and events which are unique to the Meadowbrook Area community as a means of increasing community visibility.
- h. **Improvements To Public and Private Spaces:** Encourage neighborhood organization, resident and business efforts to make physical improvements in private and public spaces that help create a sense of place in the community.

#### 2. Community Schools

- a. **Training School Staff:** Include community involvement training as part of the school staff development.
- b. **Adopt a School:** Expand the "Adopt-a-School" programs and other in-kind programs.
- c. **Provide Information:** Circulate information to the community about neighborhood schools.
- d. **Market the Meadowbrook Area Community:** Participate in the marketing of the Meadowbrook Area Community by promoting neighborhood schools in the marketing campaign.
- e. **Funding:** Ensure that the Community Initiative Schools receive the necessary funding and resources to make and keep them competitive with newer schools in the County.
- f. **Physical Improvements:** Emphasize the improvement of neighborhood schools as a priority over new school construction in future bond referenda.
- g. **Technology:** Establish a County standard for state-of-the-art integrated technologies and provide the necessary resources to ensure that neighborhood schools have access to such technologies.
- h. **Meadowbrook High School:** Make physical improvements to Meadowbrook High School to bring it into parity with other County high schools. The design of this upgrade should also provide for the school's use as a community and recreation center.

tion center for the Meadowbrook Area Community.

### 3. Property Maintenance Program

- a. **Community Standards:** Combine public information efforts with proactive code enforcement to make residents and businesses aware of specific problems which do not meet community maintenance standards, and encourage the maintenance and upkeep of property in accordance with those standards. Encourage residents and property owners to undertake self inspection of property according to guidelines developed by the County.
- b. **Improvement:** Encourage home improvement and maintenance activities throughout the Meadowbrook Area Community. Designate specific areas for tax incentives and access to housing rehabilitation programs. Develop a self-inspection property maintenance checklist for distribution and use by residents as a means of encouraging self-help clean-up activities to reduce incidents of property maintenance violations on private properties.
- c. **Code Compliance, Rental Housing:** Provide information on property maintenance standards to owners of rental property, and work with them and tenants to identify responsibilities and rights regarding property maintenance. Work with multi-family apartment owners, tenants, single family, rental property investors, and other interested parties to develop a comprehensive and uniform approach to achieving compliance with life safety and building codes. Require code inspection of single family rental property through a proposed Rental Housing Inspection Program.

### 4. Community Beautification

- a. **Public Facilities:** Maintain a high level of property maintenance standards for the Meadowbrook Area Community schools and library and encourage residents and businesses to help keep these facilities clean.
- b. **Tree and Flower Planting:** Encourage and support resident and business self-help activities to beautify public and private properties through tree and flower planting activities.
- c. **Streetscape:** Undertake a phased streetscape project to visually enhance the Hopkins Road/Meadowdale Boulevard corridors. The drawings on the following pages provide a conceptual illustration of a possi-

ble streetscape project that should be jointly supported by the private and public sectors.

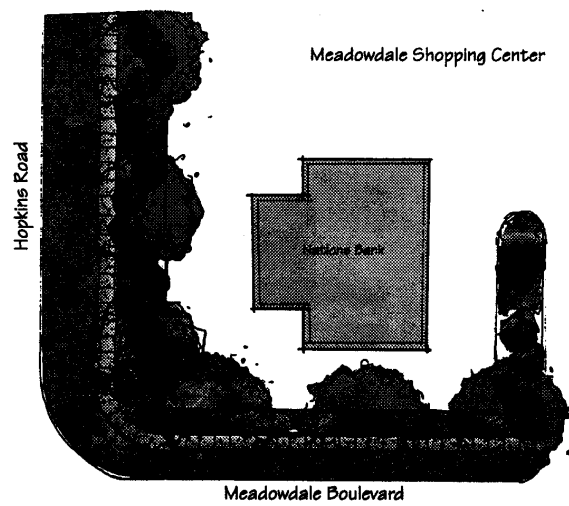
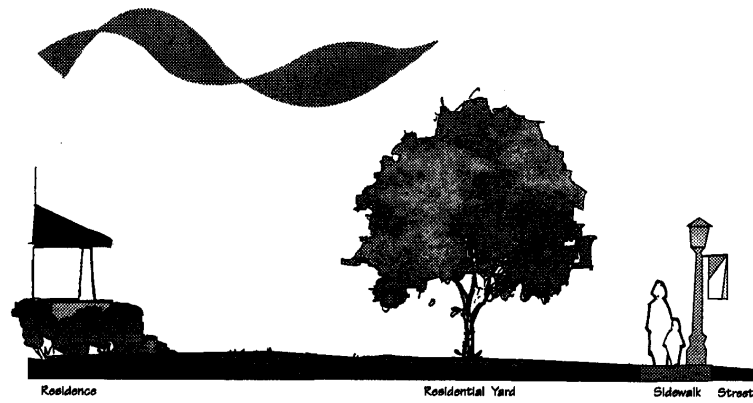
- d. **Youth Participation:** Identify opportunities to involve neighborhood youth in beautification activities, and educate them on community standards and their responsibilities toward neighborhood beautification.

### 5. Public Safety

- a. **Community Policing:** Encourage support from residents and businesses for the newly initiated Community Policing effort in the Meadowbrook Area community.
- b. **Watch Groups:** Encourage the formation of Neighborhood and Business Crime Watch Groups and encourage existing programs to remain strong.

### 6. Traffic Safety

- a. **Speeding:** Rotate speeding checkpoints to continue to catch violators and discourage speeding.
- b. **Traffic Safety:** Encourage residents and businesses to promptly report traffic safety problems.
- c. **Intersection Improvements:** Conduct studies at major intersections or those with noted traffic problems to identify when additional improvements are warranted to ensure traffic safety.
- d. **Accidents:** Monitor accident records to identify unusually high accident rates, and identify and implement solutions to reduce accidents.
- e. **Signage:** Identify opportunities for improved informational signage.



Graphics Prepared by the Chesterfield County Planning Department  
October, 1995

## 7. County Organization

- a. **Team Approach:** Teamwork and County Departmental cooperation is imperative to the success of the Meadowbrook Area Community Wellness Initiative. Both Department directors and individual members of the County team working on the Initiative should have performance evaluation measurements associated with their Community Initiative efforts.
  - 1) **Code Compliance:** In an effort coordinated by the County Department of Internal Audit, all County departments responsible for code compliance should revise and improve the County's existing approach to inspection and enforcement. Their objective should be to 1) further increase coordination between departments, and 2) improve customer service, possibly by establishing one central source for inquiries.
  - 2) **Self Inspection Approach:** A cross departmental team of County departments responsible for code enforcement should undertake a proactive code enforcement program including education and the development of a self-inspection approach for neighborhoods for the Meadowbrook Area Community Initiative.
  - 3) **Annual Reporting:** An annual report on the progress of the Meadowbrook Area Community Wellness Initiative should be prepared by respective teams for review by the County Administrator.
- b. **Building Inspection Department:** The County's Building Inspection Department should develop a Rental Housing Inspection Program, requiring code inspection of single family rental units. Expand proactive code enforcement of multifamily apartments.
- c. **Planning Department:** The Planning Department should do the following activities in support of the Meadowbrook Area Community Wellness Initiative.
  - 1) **Coordination:** Provide coordination and evaluation of the Community Initiative by adding the effort to the Planning Department's Work Program.
  - 2) **Neighborhood Associations:** Assist the neighborhoods of the Meadowbrook Area Community Initiative in their desire to organize neighborhood associations.
  - 3) **Membership:** Assist the Meadowbrook Area Community Council to strengthen its membership to include representation from neighborhoods and businesses.
  - 4) **Newsletter:** Assist the Meadowbrook Area Community Council to produce and distribute a community newsletter on a quarterly basis.
  - 5) **Workshops:** Host a variety of information workshops concerning existing County services available in the Meadowbrook Area Community.
  - 6) **Rehabilitation:** Provide information concerning housing rehabilitation.
  - 7) **Business:** Meet regularly with Community Initiative businesses. Host workshops related to business activities in the Community Initiative Area.
  - 8) **Multi-Family Complexes:** Assist in the development of an association of multi-family complex owners and managers to discuss issues of mutual concern as well as to identify solutions to meet such concerns.
  - 9) **Marketing:** Initiate and coordinate a marketing campaign to solicit interest and investment in the Meadowbrook Area Community.
  - 10) **Leadership:** Coordinate workshops to assist in leadership development for residents and business persons.
- d. **School Board:** Participate in the Meadowbrook Area Community Wellness Initiative
  - 1) **Marketing:** Market the Meadowbrook Area Community. Circulating information concerning the Community Initiative schools.
  - 2) **Funding:** Ensure necessary funding and resources needed to keep the Community Initiative schools competitive with newer County schools.
  - 3) **Technology:** Provide the Community Initiative schools with state-of-art technology.
  - 4) **Improvements:** Make physical improvements to Meadowbrook High School including the upgrading of the school to provide a community and recreation center for the Meadowbrook Area Community.

e. **County Transportation Department**

- 1) **Hopkins Road:** Coordinate and monitor the Hopkins Road/Meadowdale Boulevard Streetscape Project.
- 2) **VDOT:** Coordinate with the Virginia Department of Transportation (VDOT) on traffic studies as necessary.
- 3) **Signage:** Coordinate with VDOT regarding opportunities for improved informational signage.

f. **Police Department**

- 1) **Community Policing:** Continue the Community Policing efforts in the Meadowbrook Area Community.
- 2) **Traffic Safety:** Provide the Transportation Department information concerning traffic safety issues.

g. **Youth Services**

- 1) **Teen Center:** Provide assistance to the Meadowbrook Area Community in its endeavor to initiate a teen center.

h. **Planning Department and Tax Assessor's Office:** Encourage investment in both residential and commercial properties within the Meadowbrook Area Community. The Planning Department, Tax Assessor's Office and the Meadowbrook Community should work together to develop tax incentives similar to other local Virginia tax abatement programs for owners who increase the value of their property by certain percentages over several years.